BY ORDER OF THE COMMANDER *MCCONNELL AFB INSTRUCTION 13-201*

15 JUNE 1997

Operations

LOCAL AIRFIELD OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 13-2, Air Traffic Control, Airspace, and Range management and establishes policies, procedures and standards relating to flying activities at McConnell Air Force Base (MAFB) and is applicable to all base flying units. Because of the density and mixed types of air traffic, the close proximity of numerous civilian airports, and the large amount of pilot training traffic found in the area, strict adherence to the procedures established herein is absolutely essential except when circumstances warrant deviation in the interest of flying safety. Proposed changes to this regulation will be submitted to the 22d Operations Support Squadron, Airfield Operations Flight, for processing approval.

SUMMARY OF REVISIONS

This revision includes the redesignation of taxiways from numbers to letters. Changes also include procedures for above idle engine runs (para **3.6.**); includes new E4B/747 restrictions (para **4.3.7.**); revises Final Approach Fix notification procedures (para **4.11.**); revises traffic pattern procedures (para **4.2.2.**); eliminates wake turbulence criteria, and includes numerous editorial changes throughout.

Chapter 1

GENERAL INFORMATION

1.1. Policy. This regulation prescribes procedures and outlines policies for the safe, orderly, and expeditious flow of local air traffic operating from this installation. In the absence of the Airfield Operations Flight commander, the chief of the unit is responsible for the duties assigned by this regulation. Instrument Approach Procedures, Standard Instrument Departures, Authorization for Fighter Interceptor Operations (AFIOs) and other similar official plans published in Defense Mapping Agency Aerospace Center (DMAAC), United States Air Force (USAF), or Federal Aviation Administration (FAA) publications will not be addressed in this regulation.

1.2. Deviations. Pilots may deviate from these procedures only when directed by a competent controlling agency, or in the interest of flying safety. Pilots must report such deviations in accordance with current directives. The MAFB Control Tower shall control all air traffic and, in the interest of safety, shall have authority to deviate from procedures outlined.

1.3. Airfield Operations Board. The Airfield Operations Board is established and meets IAW AFI 13-203. The purpose of the board includes recommending improvements, resolving problems, and proposing/coordinating new or revised procedures for a safer and more expeditious air traffic control (ATC) system at MAFB. The board members, or designated representatives, shall include, but are not limited to:

1.3.1. 22 OG commander (Chairperson)

1.3.2. 184 OG commander

1.3.3. 931 OG commander

1.3.4. 344 ARS operations officer

1.3.5. 349 ARS operations officer

1.3.6. 350 ARS operations officer

1.3.7. 384 ARS operations officer

1.3.8. 18 ARS operations officer

1.3.9. 22 ARW chief of Safety

1.3.10. 22 ARW airspace manager

1.3.11. 22 OG Stan Eval

1.3.12. 22 CS commander

1.3.13. 22 OSS commander

1.3.14. 22 OSS Airfield Operations Flight commander

1.3.15. 22 OSS airfield manager

1.3.16. 22 OSS Control Tower chief controller

1.3.17. 22 OSS Terminal Area procedures specialist

1.3.18. 22 CES Civil Engineering

1.3.19. Wichita Control Tower/TRACON facility manager

1.3.20. Cessna Aircraft Company

1.3.21. Raytheon Aircraft Company

1.3.22. Boeing Company

1.3.23. Jabara Airport

1.4. Noise Abatement Committee:

1.4.1. Members of the Airfield Operations Board, with the addition of the Public Affairs (PA) officer, will constitute the Noise Abatement Committee for MAFB. When an item pertaining to this subject is on the agenda of a board meeting, the chairperson of the Environmental Protection Committee will attend.

1.4.2. Refer all noise and sonic boom damage to Public Affairs for action. ext 3141 However, the Command Post operates on a 24-hour basis and may receive incoming complaints. In this case, the called agency will log all noise and sonic boom damage complaints.

1.5. Word Meanings, as used in this regulation, follow and are as directed by Federal Aviation Administration regulations:

1.5.1. “Shall” or an action verb in this imperative sense means a procedure is mandatory.

1.5.2. “Should” means a procedure is recommended.

1.5.3. “May” or “Need Not” means a procedure is optional.

1.5.4. “Will” means in the future, not a requirement for the application of a procedure.

Chapter 2

AERODROME FACILITIES

2.1. Runway (RWY) 19L/01R and RWY 19R/01L:

2.1.1. Description. MAFB has two 12,000-foot parallel runways, with the center lines 825 feet (ft) apart.

2.1.1.1. RWY 19L/01R, a nonprecision instrument runway served by a Tactical Air Navigation (TACAN) system and visual aids, is commonly referred to as the “east runway,” and is 300 ft wide. The overruns are nonloadbearing asphalt overlays, 1000 ft long.

2.1.1.2. RWY 19R/01L, the precision instrument runway, served by a TACAN and Instrument Landing System (ILS) (category 1), is commonly referred to as the “west runway,” and is 200 ft wide. The overruns are nonloadbearing bitumen, 1,000 ft long.

2.1.2. Runway Available for Intersection Takeoff. Takeoffs from intersecting taxiways (TWYs) are authorized to provide efficient movement of air traffic, minimize departure delays and reduce taxiing distances (see Atch 1 for distances).

2.2. Field Elevation. The official elevation for MAFB is 1371 ft.

2.3. Taxiways. Unless otherwise noted, the TWY consists of a 55-ft concrete center, which is load bearing, and asphalt shoulders, which are non-loadbearing. Exceptions and unusual features are at **Attachment 1**

2.3.1. TWY F, between TWY C and D, has nonstandard, 10-foot shoulders.

2.3.2. TWY E, between the southwest hammerhead and the Boeing property line, is asphalt, with 70-foot shoulders.

2.3.3. TWY A, south of the Transient Ramp, has nonstandard, 25-foot asphalt shoulders.

2.3.4. TWY C is concrete, 200 ft wide, with no shoulders, and is unusable north of the entrance to the Boeing North Gate.

2.3.5. Cautions:

2.3.5.1. A chain-link fence (8 ft, 7 inches high) is located on Boeing property parallel to TWY E (126 ft, 7 inches southwest of the taxiway centerline).

2.3.5.2. C-5 aircraft will not use TWY E through Boeing; wing tip clearance is not sufficient.

2.3.5.3. C-5 aircraft will require wing walkers when taxiing south of the Transient Parking Area.

2.3.5.4. Taxiways C and D terminate at the WSA and do not intersect.

2.3.5.5. B-52s will not use TWY F between TWY C and TWY D, because of nonstandard shoulders, nor TWY A south of the Transient Parking Area.

NOTE: When landing to the south, B-52s can expect to back taxi on the runway to the north end.

2.3.5.6. Unlit taxiways are closed to taxiing aircraft from sunset to sunrise and when daytime IFR conditions require taxiway lights.

2.4. Airfield Lighting Systems:

2.4.1. All RWYs are equipped with HIRLs, and PAPIs. RWY 19L/R are equipped with ALSF-1s. RWY 01R is equipped with SSALR with SFLs. RWY 01L is not equipped with any approach light system. (Specific lighting descriptions can be found in the Flight Information Handbook)

2.4.2. Taxiways. TWYs are lighted, with the exception of TWY D and the Southern half of TWY F, which are equipped with reflector units.

2.4.3. Lighting Operations. Operation of airport lighting is IAW FAAO 7110.65 and upon pilot request.

2.4.4. Malfunctions of any airport lighting will be immediately reported to Airfield Management, ext. 3701.

2.4.5. If the Control Tower cab is evacuated or when the airfield lighting panel is inoperative, airfield lighting personnel will control lights from the lighting vault. After duty hours, Control Tower or Base Operations will be responsible for operating the lights in the lighting vault.

2.4.6. Maintenance of Airfield Lighting. The exterior electric shop will perform a daily check of all lights. On-the-spot repairs will be accomplished during this check. Inoperative lights, called in from the daily airfield inspection, will be repaired as the flying schedule permits. Lights that cannot be repaired will be reported to Airfield Management, ext. 3701, for follow-up action. Lighting status will be reported to Airfield Management who will, in turn, notify the Control Tower.

2.4.7. The following guidelines should be used when determining the serviceability of the lighting system:

2.4.7.1. Steady lights: Precision runways (includes threshold lights); Allowable outage or 2 unserviceable light bars.

2.4.7.2. Steady lights: Nonprecision runway (does not include threshold lights); 20 percent lights out (random) or 2 unserviceable light bars.

2.4.7.3. Sequenced Flashing lights: two nonconsecutive lights out.

2.4.7.4. Precision Approach Path Indicators (PAPI): All lights must be operational.

2.4.7.5. Runway lighting system:

2.4.7.5.1. Threshold lights: 5 lights out.

2.4.7.5.2. Edge lights CAT II/III: 5 percent (random) light out.

2.4.7.6. Edge lights: 15 percent out.

2.4.8. If any of the above percentages are exceeded, the airfield lighting system will be NOTAMed out and the associated airfield lighting will be turned off.

2.5. Aircraft Special Operations Areas:

2.5.1. Arm/De-arm Areas. For fighter aircraft, TWY E, southwest hammerhead; and the alternate de-arm area on TWY A, southeast hammerhead (see **Attachment 1**).

2.5.2. Hot Cargo Areas. The primary hot cargo area is located at the east end of TWY C and the alternate is located at the east end of TWY D (see **Attachment 1**).

2.5.3. Aircraft Parking Areas (see **Attachment 1**).

2.6. Aircraft Arresting System (AAS). The responsibilities are outlined in AFI 32-1043 and FAAO 7110.65. The AAS complex consists of a BAK-12 (B) AAS (Bi-directional) cable, 1,000 feet from the approach end of 01L/19R. The AAS is disconnected and will be available with 30 minutes prior notice.

2.7. Air Traffic Control and Landing Systems (ATCALS) Generator Power. The Control Tower, ILS, and TACAN facilities are equipped with reliable autostart auxiliary power generators and are not required to be manually placed on generator power prior to the arrival of severe weather.

Chapter 3

AERODROME OPERATIONS

3.1. Aerodrome Inspections. Airfield Management is the sole agency responsible for all airfield inspections.

3.2. Airfield Conditions:

3.2.1. Airfield Management will notify the Control Tower of all flightline maintenance or inspections to be performed on or near the runways, taxiways, ramps, and parking areas.

3.2.2. Airfield Management will notify the Control Tower of current runway condition reading (RCR).

3.3. Control of Vehicle and Pedestrian Traffic in the Movement Area:

3.3.1. The movement area is defined as the runways, taxiways and other areas of the airport which are used for taxiing, hover taxiing, air taxiing, takeoff, and landing of aircraft. Parking ramps are not part of the movement area.

3.3.2. The Control Tower is the controlling agency for all vehicle and pedestrian traffic in the runway environment. The runway environment includes runways and overruns, and extends 100 ft from the edge of the runway and overrun in any direction.

3.3.3. During an emergency situation or in the event of radio failure, the Control Tower shall flash the runway lights to have vehicle operators and personnel clear the runway immediately at the nearest exit point.

3.4. Snow Removal Operations:

3.4.1. Airfield Management is the only agency authorized to open or close the runway to flying operations during snow removal operations. The runway must be inspected by Airfield Management prior to reopening. Snow 1 or 2 units will ensure all snow removal vehicles exit the runway when directed.

3.4.2. Snow removal operations will not be suspended except for aircraft operational priorities in para **5.3.2.**

3.5. Anti-hijacking and No-Flight Plan Arrivals:

3.5.1. All personnel who observe suspicious persons in or around planes or unscheduled taxiing of an aircraft will notify Central Security Control (CSC), Command Post, Maintenance Aircraft Coordination Center (MACC), Control Tower, KSANG Operations, or Airfield Management by the fastest means available.

3.5.2. The Control Tower will not authorize aircraft engine runs, unless notified by MACC, Command Post, Airfield Management, or Boeing. Prenotification of aircraft movement on the Boeing ramp is not required.

3.5.3. Control Tower shall notify Airfield Management, via the primary crash phone, of any unauthorized aircraft landing or movement and position of the aircraft on the airfield. Updating aircraft posi-

tion or other pertinent information will be relayed to responding agencies via the crash or ramp net, as applicable.

3.5.4. The Control Tower shall notify Airfield Management, via land line, of any aircraft arriving without an appropriate flight plan. No flight plan arrivals will not be allowed to land until approved by Airfield Management. Airfield Management will notify CSC of any unidentified arrivals. The aircraft will be met as soon as possible and held until occupants are identified. When Prior Permission Required (PPR)/Official Business Only (OBO), airfield management will advise tower of all approved arrivals and their PPR number. Arrivals without PPR numbers will not be allowed to land until approved by Airfield Management.

3.6. Above Idle Engine Runs:

3.6.1. Aircraft requiring above-idle engine runs parked on Bravo and Charlie Row shall stay in constant radio contact with McConnell Ground Control 118.0, (275.8). Due to the close proximity of Bravo and Charlie Row to the east runway, jet blast from these engine runs could have an adverse effect on other aircraft operations. Ground Control will base approval for above-idle engine runs solely on existing traffic.

3.6.2. Control Tower shall suspend all operations to Runway 19L during above idle engine runs on Bravo and Charlie Row.

Chapter 4

LOCAL FLYING AREAS AND PROCEDURES

4.1. MOA and High-Altitude Areas:

4.1.1. Crews that have filed or declared Military Assumes Responsibility for Separation of Aircraft (MARSA) will be responsible for maintaining separation between the aircraft in their flight and other participating flights. Kansas City ARTCC will not assign simultaneous use of an area (i.e., two flights in Eureka MOA), unless MARSA between the two flights is declared.

4.2. Traffic Patterns:

4.2.1. All traffic patterns should remain within the confines of the McConnell Class D airspace unless approved by ATC.

4.2.2. When instructed to follow traffic in the pattern, turns toward the airport shall not be made unless the preceding traffic is in sight, or additional instructions have been received from the tower (i.e., extend downwind, etc.).

4.2.2.1. Overhead traffic pattern. Perform entry and landing patterns IAW **Attachment 2**.

4.2.2.1.1. Contact the Control Tower for clearance to proceed inbound prior to 12 nautical miles on a VFR initial approach. Requests for tactical initial will be made prior to 12 nautical miles.

4.2.2.2. Fly the initial approach and the traffic pattern at 3,500 MSL.

4.2.3. Closed traffic pattern (see **Attachment 2**):

4.2.3.1. The closed traffic pattern for all aircraft will normally be to the east of MAFB. The east pattern will be flown at 3,000 MSL. Pattern altitudes may be adjusted by the controller when operationally advantageous

4.2.3.2. Aircraft entering the pattern from CREST (030/07) or YANKEE (150/07) will be at 3,500 MSL. Aircraft going to CREST for an approach to RWY 19 will maintain 3,500 MSL until abeam Jabara Airport. Aircraft going to YANKEE for an approach to RWY 01 will maintain 3500 feet until leaving YANKEE. All aircraft requesting visual straight-ins will use CREST or YANKEE as entry points, unless otherwise directed by Air Traffic Control. CREST or YANKEE may also be used for entry to the overhead pattern (see **Attachment 2**). The outside downwind will parallel the runways enroute to either CREST or YANKEE

4.2.4. VFR go-around procedures:

4.2.4.1. When instructed to “fly through initial,” clear to the west side of both runways in order to observe any aircraft taking off, and maintain 3,500 MSL. Obtain Control Tower approval prior to turning east.

4.2.4.2. When initiating a breakout from east downwind, turn away from the runway and maintain 3,500 MSL. When executing a breakout from the west downwind, close coordination with the tower is required due to the close proximity of Wichita Approach Control airspace.

4.2.4.3. When executing a go-around from the base leg or final approach, climb and maintain 3,000 MSL. Parallel the landing runway when on final. Clear the west runway to the west, flying between the Boeing ramp and the west runway. Clear the east runway to the east, but west of the parallel taxiway, avoiding overflight of the Weapons Storage Area (WSA). Climb while parallel to the landing runway. Obtain Control Tower approval prior to turning east

4.3. Restrictions and Noise Abatement Procedures:

4.3.1. Noise Abatement Procedures on North Departures. Afterburner-equipped aircraft should climb as rapidly as possible to 3,000 MSL and normally come out of afterburner no later than the Kansas Turnpike (2.5 DME). B-1B aircraft will not turn until reaching 4,000 MSL and 4 DME unless instructed by ATC or for emergency.

4.3.2. Aircraft will avoid flying over the housing, hospital, and WSA.

4.3.3. All aircraft will stay within the confines of the Class D surface area, unless otherwise directed (see **Attachment 3**).

4.3.4. Aircraft will obtain Control Tower approval before turning to the east after takeoffs, low approaches, or touch-and-go landings.

4.3.5. MAFB VFR Pattern Restrictions in Vicinity of Beech Airfield:

4.3.5.1. When departing/transitioning VFR on RWY 01, turn crosswind to remain within 1.5 NM of McConnell AFB. If unable, continue northbound until reaching 3,000 MSL, then turn crosswind north of Beech.

4.3.5.2. McConnell AFB aircrews (22 ARW and 184 BG) shall, when flying the VFR pattern to Runway 19, remain at or above 3,000 MSL until past the Beech extended runway centerline.

4.3.6. To protect the overhead pattern, all departures are restricted at-or-below 3,000 MSL until crossing the departure end of the runway.

NOTE: Because of the technical order specifications, B-1B and KC-135R/T aircraft are exempt from 3,000 MSL restrictions on takeoffs. However, they must comply with the restriction when executing a low approach or a touch-and-go.

4.3.7. E-4B/747 aircraft are restricted to full stop or restricted low approaches (500 AGL) on the west runway. Departures on the west runway are authorized, but the east runway is preferred. A FOD check will be required before the west runway is used by subsequent aircraft after each arrival and departure. The Control Tower will notify Airfield Management when E-4B/747 aircraft begin taxi for departure, and 10 minutes prior to arrival.

4.4. Radar Traffic Pattern. Will be conducted as directed by Wichita TRACON. Radar pattern altitude is 4,000 MSL (see **Attachment 2**).

4.4.1. “Standard climbout” means fly runway heading, maintain 4,000 MSL and follow controller instructions.

4.5. Civil Aircraft. Civil aircraft are authorized approaches at McConnell, provided there is no undue delay to military aircraft. Civil aircraft cannot make touch-and-go, stop-and-go, or full stop landings unless authorized by Airfield Management.

4.6. Advisories on Weather Minima. Obtain current weather advisories via ATIS broadcast or Pilot-to-Metro Service (PMSV) (see FLIPs or IFR Supplement for frequencies). Wichita Approach Control will provide the current MAFB weather observations, unless aircraft states current ATIS code or receipt of weather via PMSV.

4.7. ATIS Operations: ATIS hours of operation will be from 0700 - 0000 Local. Information contained in the ATIS will be IAW FAAO 7110.65 and will contain bird conditions “low,” “moderate,” and “severe.” Momentary changes in bird condition (i.e., not likely to last more than 10 minutes) will be relayed by the controller.

4.8. Reduced Runway Separation is not authorized at McConnell.

4.9. Protection of ILS Critical Area: Instrument hold lines for glide slope-critical area and touchdown zone protection are located on TWY A, F, and E. These instrument hold lines should be used when the weather is less than 800ft ceiling or two miles visibility (see **Attachment 4**).

4.10. Flight Clearance Procedures. All flight plans will be filed in person at Airfield Management prior to departure, with the exception of:

4.10.1. DPRO-Boeing Company. Canned flight plans are on file at Airfield Management. Flight plans are activated by telephone.

4.10.2. KSANG. Flight plans are filed in Guard Operations Section.

4.10.3. KC-135 canned flight plans are on file at Airfield Management. Flight plans are activated by direct line only. All other flight plans must be filed in person with Airfield Management.

4.10.4. Problems incurred with any flight plans should be reported to Airfield Management as soon as possible.

4.10.5. Local Air Refueling Squadrons may fax flight plans to Base Operations in accordance with, the Operations Group Commander approved, Letter of Agreement (LOA) between the flying squadrons and Base Operations. (NOTE: Establishment of this procedure and the governing LOA are dependent upon future NOTAM information being provided on a WEB site)

4.11. Final Approach Fix Notification. When McConnell’s TACAN is out of service, the Control Tower shall advertise the McConnell ILS2 as the approach in use. This allows pilots to determine their own Final Approach Fix without adding to the workload of Wichita Approach. If unable to fly the ILS2, and a pilot requests to fly a localizer approach, a final approach fix call is required. This will be accomplished by Wichita Approach Control, who will call “passing final approach fix.” All flying units are requested to keep localizer-only approaches to a minimum.

Chapter 5

LOCAL AREA OPERATIONS

5.1. Runway Selection for Landing and Takeoff. The Control Tower watch supervisor will determine which runway is to be used for a landing and takeoff. When conflicting wind information is received from the dual-wind sensors, RWY 19 should be the designated runway.

5.1.1. Runway 19 is designated as the "calm wind runway" and should be used when the wind is less than five knots.

5.1.2. Opposite direction approaches (IFR/VFR/Overhead) will be conducted only when all departures are clear of the final approach course and prior to the arrival crossing a 10-mile final/initial.

5.1.3. Control Tower shall coordinate runway changes with Wichita Approach Control and advise the following units of the runway change:

5.1.3.1. Airfield Management.

5.1.3.2. Weather.

5.1.3.3. Beech Tower.

5.1.4. Airfield Management will notify the following agencies when the active runway is changed:

5.1.4.1. Command Post.

5.1.4.2. Fire Department.

5.1.4.3. MACC.

5.2. Airfield Management and ATC Coordination:

5.2.1. Airfield Management will:

5.2.1.1. If the Control Tower Flight Data System (FDS) is inoperative, inform the Control Tower of all flight plans for IFR inbound aircraft, VFR flight plan data, and transient aircraft data, including civil aircraft and PPR number.

5.2.1.2. Be the controlling agency for passing all information concerning Air Evac aircraft, hazardous cargo, and special assignment airlift missions (SAAM), or other necessary inbound information.

5.2.1.3. Relay all distinguished visitor (DV) information (code and aircraft call sign) to the Control Tower.

5.2.1.4. Call the Command Post with the best known ETA of DVs.

5.2.2. The Control Tower will:

5.2.2.1. Relay arrival and departure times to Airfield Management.

5.2.2.2. Relay one DV inbound call to Airfield Management when the aircraft is 10 minutes out, or as soon as practical.

5.2.2.3. Notify Airfield Management when the Flight Data System (FDS) is out of service.

5.3. Control of Traffic in Class D Airspace. All aircraft operating in or out of McConnell AFB Class D airspace must comply with applicable regulations and letters of agreement, the McConnell restrictions in the AP/1, and must have a valid flight plan.

5.3.1. Class D Airspace. MAFB Class D Airspace is that airspace extending upward from the surface to and including 3900 MSL within a 4.5 mile radius of McConnell AFB, excluding that airspace within the Wichita Mid-Continent Airport, Class C airspace area, and that airspace within a 1-mile radius of the Derby, Hamilton Field (see **Attachment 3**).

5.3.2. Aircraft Operational Priorities. Under normal peacetime flying operations, air and ground priorities will be those established in FAAO 7110.65. In addition, the following local priorities will be used in this order:

5.3.2.1. EWO launch.

5.3.2.2. Primary Nuclear Airlift Forces (PNAF missions/PNAF weapons movements).

5.3.2.3. Aircraft using TURBO 97 or "BOISE" call sign/code word.

5.3.2.4. Higher Headquarters-Directed (HHD) departures.

5.3.2.5. Weapons movements (other than those associated with PNAF missions).

NOTE: In the event alert aircraft are generated, "alert exercises" will follow "PNAF," and "alert aircraft change over" will follow "controlled departures" in the local priorities list (para **5.3.2.1.** thru **5.3.2.5.**), until the generated aircraft are removed from alert.

5.4. Control Tower Evacuation. McConnell Tower will evacuate in the event of high winds (60 knots or greater), tornadoes, bomb threats, or any incident or weather phenomenon requiring such action.

5.4.1. Wichita Approach Control will assume air traffic control responsibilities for McConnell as an uncontrolled airfield until McConnell Tower returns to service.

5.4.2. Control Tower shall activate the crash phone prior to evacuation and once full operation has been reestablished.

5.5. Operational Procedures for Aircraft Carrying Hazardous Cargo:

5.5.1. Prenotification. When notified that MAFB will be the destination or stopover/departure point for aircraft carrying hazardous cargo, Airfield Management personnel will provide Fire Department, Disaster Preparedness, Hospital, Transient Alert, Safety, Control Tower, Security Police, Air Freight, Munitions Control, MACC, and the Command Post with the information received from the agency initiating the prenotification message or telecon.

5.5.2. The Control Tower shall activate the primary crash circuit on all diverting aircraft known to be carrying hazardous cargo or materials.

5.5.3. Airfield Management will notify the Control Tower of parking area.

5.6. Hot Armament, Missiles, Rockets, Guns:

5.6.1. Fighter aircraft with live armament will be directed to the southeast hammerhead and will park the aircraft with nose pointed into the dirt bunker on the east edge of the pavement. If other aircraft are

already parked in the southeast hammerhead, use the southwest hammerhead with the aircraft pointed into the rising terrain.

5.6.2. Bomber aircraft with live armament will be directed to the mass aircraft parking area for safing.

5.6.3. Refer to para **6.9.** for recovery areas for aircraft with hung stores.

5.6.4. Scheduled Live Munitions Movements. 184 LG/LGGGW shall notify Airfield Management, Control Tower, and Fire Department of scheduled live munitions movements at least 48 hours prior. They should include type of munitions, locations, and aircraft involved.

5.6.5. When the B1-B does live munitions movements on the main aircraft parking apron , or, hazardous cargo of class 1.1 exists on the primary or alternate hot cargo pad, civilian aircraft will remain 1200 ft away. For Class 1.2, civilian aircraft will remain 1800 ft away. If either exist, then the east runway must be closed to civilian aircraft. (NOTE;: government contract aircraft are exempt)

5.7. Air Evac Arrivals/Departure Advisory and Operations. Air Evac requires rescue vehicles standing-by from arrival to departure. The procedures are as follows:

5.7.1. Airfield Management will notify Crash Control, Acute Care Clinic, and Transient Alert any time the Air Evac estimated time of arrival varies by more that 15 minutes or of any of the pertinent Air Evac information.

5.7.2. Upon notification that an Air Evac aircraft is inbound with litter patients on board, one major crash vehicle will take up its standby position near the runway. If no litter patients are aboard the aircraft, a P-13A ramp vehicle will be provided. An ambulance will standby until all on and/or off loading operations are completed and the aircraft has departed.

5.7.3. When the aircraft has landed and turned off the runway, the standby fire vehicle will proceed to the Air Evac aircraft and follow at a minimum, but safe distance.

5.7.4. The standby fire vehicle will remain at the aircraft while on and/or off-loading all patients, and during engine start and taxiing, and will then return to its station upon completion of takeoff. The vehicle will remain on alert status until the Air Evac aircraft is out of sight.

5.8. Unusual Maneuvers. Unusual maneuvers at MAFB shall be defined as any intentional maneuver involving an abrupt change in aircraf5t attitude, any abnormal attitude, altitude, acceleration, or any other procedure or formation not specifically required for normal flight performed within the confines of the AAFB Class D airspace. Any aircrew/flying organizations wishing to perform unusual maneuvers must apply for an FAA waiver through Airfield Management, who will, in turn, coordinate with the applicable OPR for that organization.

5.9. Side-Step Maneuvers. Pilots or the Control Tower may initiate the sidestep maneuver. Pilots will make requests for the side step maneuver with McConnell Tower on initial contact.

5.9.1. McConnell Tower shall approve/disapprove the sidestep maneuver NLT the final approach fix.

5.9.2. Once the maneuver is approved, pilots must commence the sidestep maneuver prior to 2 DME.

5.9.3. Tower may initiate a side-step maneuver inside the final approach fix, but not later than 2 DME. The pilot will inform the tower if unable to execute the side-step maneuver.

Chapter 6

EMERGENCIES

6.1. In-Flight/Ground Emergencies and On/Off Base Crash:

6.1.1. In-flight emergencies:

6.1.1.1. If at all possible, all airborne emergency aircraft will use the east runway as the designated emergency runway.

6.1.1.2. If circumstances exist such that the aircraft must land on the west runway, the aircraft should taxi clear of both runways if at all possible.

6.1.1.3. If the aircraft must shut down on the west runway or between the runways, all airfield operations will be suspended until Airfield Management declares operations can be resumed.

6.1.1.4. Emergency aircraft will notify tower on initial contact of their intentions.

6.1.2. When the Control Tower receives information pertaining to an aircraft experiencing a declared or observed emergency, the primary crash circuit will be activated. The following is a list of incidents for which the Control Tower will activate the primary crash phone. This list is not inclusive of all situations which may arise where controller judgment will dictate activation:

6.1.2.1. In-flight/ground emergencies.

6.1.2.2. Hot brakes.

6.1.2.3. “Single ship” NORDO.

6.1.2.4. Cable engagement.

6.1.2.5. No flight plan (unannounced arrivals).

6.1.2.6. Unsafe weapons or external stores that are not visible to the pilot.

6.1.2.7. Aircraft accident.

6.1.2.8. Bomb threat.

6.1.2.9. Control Tower evacuation.

6.1.2.10. Disaster preparedness exercises and real world disasters.

6.1.2.11. Unauthorized taxiing of aircraft.

6.1.3. Emergency Locator Transmitter (ELT) Procedures. Control Tower shall notify Airfield Management and Wichita Approach Control when an ELT is received and when it has stopped. Airfield Management will notify all other appropriate agencies

6.1.4. When Tower activates the primary crash circuit, the following information will be furnished.

6.1.4.1. Type of incident. Crash, in-flight, ground emergency, or exercise, etc.

6.1.4.2. Aircraft call sign and type.

6.1.4.3. Location (position), if known, and landing runway.

6.1.4.4. ETA.

6.1.4.5. Nature of emergency.

6.1.4.6. Personnel on board.

6.1.4.7. Hours fuel on board.

6.1.4.8. Surface wind.

6.1.4.9. Remarks, to include type of cargo when explosives are aboard.

NOTE: Activation of the primary crash circuit will not be delayed if all of the above information is not available. Minimum information required is type aircraft, nature of emergency, and estimated time of arrival.

6.1.5. The Control Tower will notify the fire chief when an emergency aircraft is the next aircraft to land. Crash vehicles are not cleared to follow the aircraft on the runway unless the Control Tower specifically approves. The Control Tower will give Ops 1/Ops 2 and Chief 1 all necessary updated information when they are responding to an emergency.

6.1.6. The emergency runway is automatically closed after an emergency aircraft has landed, and remains closed until Airfield Management has inspected the runway and declared it open.

6.1.7. When an emergency is terminated, the Control Tower shall notify Airfield Management, via landline, who will pass the information over the secondary crash circuit.

6.1.8. On/off-base crashes:

6.1.8.1. The Command Post is the central communications agency for all crashes for which McConnell AFB may have responsibility. Instructions to aircraft involved in the rescue will be passed to the Control Tower via the landline from the Command Post.

6.1.8.2. The Control Tower will make every effort to pinpoint the crash scene using the crash grid map. Procedures shall include, but are not limited to:

6.1.8.2.1. When available, requesting range and bearing from a NAVAID (preferable IAB TACAN), or a prominent landmark, from an aircraft at the scene.

6.1.8.2.2. Requesting any airborne aircraft in contact with Control Tower to orbit the accident scene.

6.1.8.3. In the event Airfield Management is notified of a crash by means other than the primary crash circuit, they will:

6.1.8.3.1. Notify the Control Tower via telephone to activate primary crash circuit.

6.1.8.3.2. Airfield Management will then activate the secondary crash net.

6.2. Primary/Secondary Crash Net.

6.2.1. Daily Primary and Secondary Crash Net Check. To ensure both systems are fully operational, the Control Tower shall check the primary crash net daily between 0800-0815L. Airfield Management will check the secondary crash net immediately after the primary crash net. Crash net checks taking place during times other than those above must be coordinated prior to activation.

6.3. Engagement of Aircraft Arresting System (AAS):

6.3.1. Control Tower will notify Airfield Management as soon as they are aware of a pending cable engagement. Airfield Management will notify Barrier Maintenance and Fire Department.

6.3.2. If repeated engagements are anticipated and cables are in place, the BAK-12 can be recycled approximately every ten minutes. These estimates are provided for reset/recycle times under normal conditions and without equipment malfunction.

6.4. External Stores Jettison Procedures:

6.4.1. Under emergency conditions, stores may be jettisoned in any clear area.

6.4.2. If possible, all live ordinance shall be jettisoned in the Fort Riley impact area. If that is not possible, Smoky Hill should be used. Situation permitting, the following procedures will be used:

6.4.2.1. MAFB Jettison Area (VFR/VMC only): Jettison external stores (external tanks and practice or inert ordinance only) on the north third of the aerodrome between the runways between TWY B and TWY C on a north-to-south track at 300 AGL (see **Attachment 1**). Control Tower approval is required.

6.5. Hot Brakes Procedures:

6.5.1. Hot Brakes Areas. Located at all hammerheads, and TWY B between east and west runways (see **Attachment 1**).

6.5.2. Pilots suspecting hot brakes will notify the Control Tower and taxi to the nearest hot brakes area (**Attachment 1**). (B-1B and KC-135 aircraft will normally use the southeast hammerhead area on the south end or will hold between the runways on TWY B on the north end.)

6.6. Aircraft Bomb Threats. These procedures are established to provide guidance to Control Tower and Airfield Management in the event an aircraft which has received a bomb threat will land at MAFB. While variable conditions on the airfield at the time of landing make it impossible to establish specific instructions to cover all situations, these procedures shall be followed to the maximum extent possible:

6.6.1. Parking areas. The hazardous cargo areas (C east/D east) shall be the primary parking area for aircraft which received a bomb threat. The southeast hammerhead shall be the secondary parking area (see **Attachment 1**).

6.6.2. Taxi and Parking Instructions. Control Tower shall relay designated parking instructions to the aircraft, as directed by the on-scene commander or fire chief. Control Tower will advise the on-scene commander/fire chief and Airfield Management of pilot's intentions.

6.6.3. Shutdown on Runway. Consideration must be given to the overall airfield operations if the pilot elects to shutdown on the runway.

6.6.4. Designated Taxi Routes. Taxi routes shall be at the discretion of the Control Tower watch supervisor, consistent with the following guidance and restrictions:

6.6.4.1. The aircraft which has received a bomb threat shall be directed to one of the designated parking areas by the shortest route; however, the route used must be as far away as possible from parked aircraft, buildings, and personnel.

6.6.4.2. TWY A, between TWY C and TWY B, will not be used.

6.6.5. Explosive Detection Team. Upon pilot request, Control Tower shall notify the explosive detection K-9 team for an aircraft with a suspected bomb on board.

6.7. Bail Out Area. The controlled bail out area is 20 DME on the 080 degree radial of the IAB TACAN (37’36”N/96’51”W). When outbound on 80 degree radial at 10000 ft MSL, eject from aircraft at the 20 DME fix.

6.8. Emergency Fuel Dump Area:

6.8.1. The designated fuel dumping area is the ICT VORTAC 107 radial between 35 and 55 nautical miles, between 10,000 and 20,000 ft. At 55 DME on the 107 radial, make a left standard-rate turn. At 35 DME make a standard-rate turn to intercept the 107 radial outbound. This procedure will keep the aircraft clear of federal airways, limit exposure in Eureka MOA, and will avoid, to the maximum extent possible, urban areas and water supply sources. Dumping over agricultural areas cannot be avoided in the McConnell AFB area.

6.8.2. Ground Fuel Jettison. The designated location for ground jettison of fuel under alert conditions is over the grating on the operations ramp, immediately west of Bldg. 1112 (Base Operations). Fuel will be dumped only in a dire emergency. Fire-fighting equipment will be advised prior to the start of fuel dumping, if possible.

6.9. Hung Ordinance:

6.9.1. Aircraft landing with hung or suspected hung live ordinance will recover on TWY C east (primary) or TWY D east (alternate) to allow for safing or removal of munitions. In the event that both primary and alternate locations are occupied, coordination between the Fire Department and Airfield Management will be required to designate an appropriate location.

6.9.2. Bomber aircraft landing with hung inert/practice ordinance will recover in the mass aircraft parking area for safing or removal.

6.9.3. Fighter aircraft with hung inert/practice ordinance will be directed to the southeast hammerhead (primary) or southwest hammerhead (secondary) for safing prior to taxiing into the mass aircraft parking area.

S. TACO GILBERT III, Colonel, USAF
Commander, 22d Operations Group

Attachment 1

MCCONNELL AFB AIRFIELD DIAGRAM

Attachment 2

MCCONNELL AFB TRAFFIC PATTERN

Attachment 3

MCCONNELL AFB CLASS D AND WICHITA CLASS C AIRSPACE

Attachment 4

ILS CRITICAL AREA AND INSTRUMENT HOLD LINES

Attachment 5

MCCONNELL AFB FUEL DUMPING AREA

Attachment 6

RELATED PUBLICATIONS

RELATED PUBLICATIONS

NOTE: Publications listed below relate to tasks assigned in this regulation.

FAA 7110.10, Flight Service

FAA 7110.65, Air Traffic Control

FAR Part 91, General Operating and Flight Rules

FAR Part 93, Special Air Traffic Rules and Airport Traffic Patterns

AFI 13-203, Air Traffic Control

AFR 127-15, The Bird Strike Hazard Reduction Program

MAFBR 55-8, Alert Planning Factors and Procedures

MAFBR 77-2, Flight line Operation of Motor Vehicles

MAFBR 355-1, Planning Operations and Management

OPLAN 125-37, Resources Protection Plan (Anti-hijack Procedures)

OPLAN 127-15, Bird/Aircraft Strike Hazard (BASH) Reduction Plan

OPLAN 718-XX, Snow and Ice Removal

MAFBR 700-1, Communications-Computer System Requirements Board (CSRB)

OPLAN, Alert Aircraft Repositioning Parking Plan (AARP)

OPLAN 105-XX, Weather Support Plan

OPLAN 355-1, Disaster Response Plan

T.O. 35E8-2-5-1 BAK-12 / E32A

Attachment 7

PRIMARY/SECONDARY CRASH NET USERS

A7.1. Primary crash net users (OPR: OSAB):

Control Tower* Airfield Management* Crash Control

Flight Surgeon (Listen only)CSC (Listen only)* Hospital (Emergency Room)

A7.2. Secondary crash net users (OPR: OSAA):

STATION	AGENCY	OFFICE SYMBOL	24 HRS	NON-DTY HRS
Initiator	Airfield Management	22 OSS/OSAA	Yes	N/A
1	Commander, 22 OG	22 OG/CC	No	CP
2	Commander, 22 SPTG	22 SPTG/CC	No	CP
3	* Fire Department	22 CES/CEF	Yes	N/A
4	* Hospital	22 MDG/SGHGE	Yes	N/A
5	* Command Post	22 ARW/CP	Yes	N/A
6	Weather Flight	22 OSS/OSW	Yes	N/A
7	KSANG Ops/Job Control	184 BG/OG/LG	Yes	N/A
8	Munitions Control/EOD	22 CES/CED	Yes	N/A
9	* 22 MACC	22 ARW/CPM	Yes	N/A
10	Safety	22 ARW/SE	No	CP
11	Disaster Preparedness	22 CES/CEXD	No	CP

NOTE: * Denotes agencies notified in case of Primary/Secondary Net failure. All others will be notified on an as needed basis.

Back-ups:

Secondary backs up Primary, except Control Tower.

Commander’s Information Net (CIN) backs up Secondary, except Control Tower (OPR: OSAA) and CIN has all control centers and will be activated in case of an actual event.

Attachment 8

TACAN/INERTIAL NAVIGATION SYSTEM CHECKPOINT(S)

A8.1. Location of TACAN checkpoints for:

a. RWY 19L located on TWY B, at the hold line on the east side of the runway (see note 1 and 2).	IAB (112) 179/359 TACAN CHECK COURSE DIS. TO ANT. 1.3/NM ELEV. 1365.6 FT
b. RWY 01R located on TWY E, at the hold line on the east side of the runway (see note 1 and 2).	IAB (112) 012/192 TACAN CHECK COURSE DIS. TO ANT. .7/NM ELEV. 1336.8 FT
c. RWY 19R located on TWY B, at the hold line on the west side of the runway (see note 1 and 2).	IAB (112) 167/347 TACAN CHECK COURSE DIS. TO ANT. 1.4/NM ELEV. 1373 FT
d. RWY 01L located on TWY E, at the instrument hold line on the west side of the runway (see note 1 and 2).	IAB (112) 036/216 TACAN CHECK COURSE DIS. TO ANT. .8/NM ELEV. 1337.5 FT

A8.2. Location of INS checkpoints:Coordinates

a. INS #1: Located on TWY B, at the east hold line for RWY 19L (same location as TACAN checkpoint) (see note 1 and 2).	37 38.3N 97 15.7W ELEV. 1363 FT
b. INS #2: Located on TWY E, at the east hold line for RWY 01R (same location as TACAN checkpoint) (see note 1 and 2).	37 36.4N 97 16.2W ELEV. 1334 FT
c. INS #4: Located on transient ramp in front of Bldg. 1218 in center of parking spot #4 (see note 1 and 2).	37 37.6N 97 15.7W ELEV. 1370 FT

A8.3. Parking Spot Coordinates.

NOTE: Missing values for elevations means that the information is not available.

	LATITUDE	LONGITUDE	ELEVATION
A1	37 38.3N	97 15.4W	
A2	37 38.4N	97 15.4W	
A3	37 38.4N	97 15.4W	
A4	37 38.4N	97 15.4W	
A5	37 38.3N	97 15.4W	
A6	37 38.3N	97 15.4W	
A7	37 38.3N	97 15.4W	
A8	37 38.2N	97 15.5W	
A9	37 38.2N	97 15.5W	
A10	37 38.1N	97 15.5W	
A11	37 38.1N	97 15.5W	
A12	37 38.1N	97 15.5W	
A13	37 38.0N	97 15.5W	
A14	37 38.0N	97 15.5W	
A15	37 38.0N	97 15.5W	
A16	37 37.9N	97 15.5W	
A17	37 37.9N	97 15.5W	
A18	37 37.9N	97 15.6W	
A19	37 37.8N	97 15.6W	
A20	37 37.8N	97 15.6W	
A21	37 37.8N	97 15.6W	
B1	37 38.5N	97 15.4W	
B2	37 38.4N	97 15.4W	
B3	37 38.4N	97 15.4W	
B4	37 38.4N	97 15.5W	
B5	37 38.4N	97 15.5W	
B6	37 38.3N	97 15.5W	
B7	37 38.3N	97 15.5W	1355.3
B8	37 38.2N	97 15.5W	1355.0
B9	37 38.1N	97 15.5W	1354.5
B10	37 38.1N	97 15.5W	1354.0
B11	37 38.1N	97 15.5W	1353.6

B12	37 38.1N	97 15.5W	1353.2
B13	37 38.1N	97 15.6W	1352.8
B14	37 38.0N	97 15.6W	1351.8
B15	37 38.0N	97 15.6W	1351.3
B16	37 38.0N	97 15.6W	1350.6
B17	37 38.0N	97 15.6W	1350.0
B18	37 37.9N	97 15.6W	1349.3
B19	37 37.9N	97 15.6W	1348.6
B20	37 37.9N	97 15.6W	
B21	37 37.9N	97 15.6W	
B22	37 37.8N	97 15.6W	
B23	37 37.8N	97 15.6W	
B24	37 37.8N	97 15.6W	
C1	37 38.5N	97 15.5W	
C2	37 38.5N	97 15.5W	
C3	37 38.4N	97 15.5W	
C4	37 38.4N	97 15.5W	
C5	37 38.4N	97 15.5W	
C6	37 38.3N	97 15.6W	
D1	37 37.6N	97 15.7W	
D2	37 37.6N	97 15.7W	
D3	37 37.5N	97 15.7W	
D4	37 37.5N	97 15.7W	
D5	NOT AVAILABLE		
D6	NOT AVAILABLE		
E1	37 36.5N	97 16.0W	
E2	37 36.5N	97 16.0W	
E3	37 36.5N	97 16.0W	
E4	37 36.4N	97 16.0W	
E5	37 36.4N	97 16.0W	